

TENTS HOUSE BRASS WORKERS BROUGHT TO BRISTOL'S BIG PLANT

Company Finds Plan Successful and is Completing Arrangements for Permanent Winter Quarters and Restaurant that Provides Meals at Cost as an Incentive to Transient Labor.

Bristol, Aug. 22.—At the plant of the Bristol Brass Co., in East Bristol, an experiment has been tried in the housing of men in tents, and this move on the part of the company has been successful. It was early in the spring that business became such that much additional help was needed. With the labor market unable to supply any men, the company sent its superintendent, former Mayor John F. Wade, to Boston, where he secured some fifty-five men.

His experience in getting these men to Bristol was very interesting. It was at a time when all large manufacturing firms were short of labor and not a few had agents in Boston. Supt. Wade got his men to the South terminal railroad station and within the gates, ready to board the special car that had been attached to the New York express for their ride to the city, but he was not to get out of Boston so easily. Other agents appeared even at the railroad station, trying to urge the men to other jobs. Mr. Wade offered the men of the city the unusual privilege of living in tents at the company's expense, with meals furnished at actual cost or less. This outdoor life appealed to many men and they accepted.

Just previously the company had made arrangements to erect the twenty-one tents that formed the nucleus for what was to become known as the "Tented City" at East Bristol. The city authorities could not offer the objection that the Bridgeport authorities successfully advanced—that of a great fire risk, as the site of the Tented City is just outside of the first taxing district and the fire district. So the tents came on platforms of wood were placed on a stretch of level ground that the company bought and which adjoins the factory site and in short order twenty tents were put up. These were placed so as to make a street effect. Outhouses were erected, and running water was piped to the grounds. In each tent were placed iron frame cots and a steel locker. Electric lights were installed and other lights were placed about the grounds. A large central tent was at first erected to the west of the living tents and from here the first allotment of men had their meals as the company had not finished the construction of the fine eating house that is now called the restaurant. A Bristol restaurant helped to feed the early arrivals, as the grounds within this big eating tent.

Owing to the character of the men from Boston it was natural that all did not sleep. They would get their fares paid to this city, get a night's lodging and have their meals for a day or two, and then some would leave, satisfied to have gotten, thus far, into the country for continued pilgrimages. The company expected just such tactics and being satisfied if it could keep from fifty to seventy per cent. of those they imported, found that about that percentage stayed. Since then several consignments of men have come from Boston employment bureaus.

Now there are thirty-one tents, each fourteen feet square, and the old dining tent has been turned into a sleeping tent and sixteen steel cots accommodate as many men. A night watchman is kept at the grounds. Nearly 100 men that are sleeping in tents and enjoying all the fresh air that they desire.

The tents can be seen from the main line tracks of the railroad company and have attracted much attention. Realizing that the tents would not be feasible in winter time, the Bristol Brass Co. set about, some time ago, to provide rooming quarters for the men during this fall and winter. The old Pierce homestead, Bristol's oldest house, was purchased and the large house has been transformed into a sleeping house and nearly fifty men are accommodated here.

In addition to all of these arrangements "bunk houses" have been erected near the tented city and here many men sleep during the rest periods of work in the brass mills. These bunk houses are shacks very similar to what construction companies use when big jobs are being tackled in the cities.

The biggest single construction work yet done in connection with keeping men satisfied at the brass mill in East Bristol has been the erection of the restaurant. This is a large building that faces Broad street. It is substantially constructed and is a very large, airy eating place. Besides feeding double the number of men now eating there, Walter Slocum, a former clerk at the Griddle house and the Elm Tree Inn of Farmington, was engaged to have charge of this place and he has evolved a fine system that gives good strength-building food to the brass workers and at a price that they can afford to pay. The restaurant is provided with a large kitchen that has a gas range and two large hotel canteens. Other conveniences make the place ideal for the purpose for which it was intended.

In addition to all these plans for proper housing and feeding of the large numbers of men the company needs, it has had plans considered of a large rooming house that will take care of the men during the winter time. This has been designed to be one-story high and to contain about eighty rooms, each of which will be provided with sanitary toilet accommodations. The company has planned to give these rooms free to the men, and to charge less than what it costs to operate the restaurant for their meals. The idea is to keep good men with the company and to get the best that is offered of the transient labor throughout the east.

The company has had a wonderful increase in business, has not been able to fill its orders, and is making additions to the plants that will increase the output over four-fold. The president is Albert F. Rockwell, former head of the New Departure Manu-

turing Co., of Bristol and at present directing the successful manufacture of arms at the Merlins Arms Corporation in New Haven. Under his management the company has made the greatest growth in its history and Bristol people stand agape wondering when the building operations will cease. In addition to the efforts above described to meet the pressing need of housing accommodations, the company is now in the midst of the erection of thirty-five permanent houses. These will eventually occupy the sites of the tents, for as soon as the houses are completed the tents will be removed. The contractors are expected to finish a house a day after Sept. 1. It looks as if they would meet the requirements.

It is not known what the end of the building operations will be for the company is adding to its land holdings constantly. From Broad street, the main avenue of approach to Bristol from the east, the company has branched out to King street and has purchased about fifteen acres of land in that vicinity with attempts having been made to increase the property holdings. In addition to all of this property the company has purchased all that side of Broad street from the Flaxton bridge to the Pequabuck river on the south side of Broad street. It is on this latter piece of property, about twenty acres in extent, that the company has erected the big additions. The new buildings which are now under way will be finished about Dec. 15.

Wilson's Great Record Of Achievements Ignored By Republican Candidate

Mr. Hughes, in his Chicago speech, cried aloud with strident voice for "deeds not words." Filled with only words himself, with deeds contingent entirely upon his election, he shrieked his defiance at the candidate of the Democratic party. The latter is in no way appalled. A record of deeds during the three and a half years of his incumbency, there is to President Wilson's credit what has never been approached by any other administration since the government's formation. They are deeds of worth, of value to the country, deeds that have made, are making and will continue to make for the country's weal. Not one of them does the Republican candidate refer to. He chooses rather to be disturbed by peccadilloes, and those more of the imagination, of fancy, than of reality. Deeds! Get down to cases, if you please.

Here are some deeds that Republicans are at entire liberty to discuss: The rural credits act, which permits the farmer the same access to credit facilities that is enjoyed by the other elements of our citizenship. The income tax law.

The federal reserve act, which measures up to the Progressive requirement for "the issue of currency as a governmental function under a system whose control should be lodged with the government and should be protected from domination or manipulation by Wall Street or by any special interest."

The good roads law, which extends federal aid to road building. The trade commission law, which fully satisfied the Progressive demand for a "strong federal administrative commission of high standing that shall maintain permanent, active supervision over industrial corporations engaged in interstate commerce."

An eight-hour law applying to work done for the government as well as work done by the government.

An eight-hour law applying to female employees in the District of Columbia, over which Congress has jurisdiction.

An eight-hour provision for post-office clerks and carriers. The eight-hour provision applicable to civilians engaged in the manufacture of ordnance and powder for the government.

An eight-hour provision as to the mining of all coal to be used by the navy.

The children's bureau law to promote the welfare of children and to develop means preventive of the necessities of parents retarding development of the child.

The industrial commission law to investigate the entire subject of industrial relations.

The phosphorus match law to protect the health of workers in the match industry.

The Clayton anti-trust act, embracing the regulation of the issuance of injunctions.

The Department of Labor law, creating a department with a secretary, who shall be a member of the President's cabinet.

The Smith-Lever agricultural education law, which responds to the Progressive demand that measures be taken to lift "the last load of illiteracy from the American youth" by "encouraging agricultural education and domestic schools."

Measures abolishing the Commerce Court and authorizing the Interstate Commerce Commission to make a physical valuation of railroads.

The Sherwood pension bill, which must meet the Progressive idea of a "wise and just policy of pensioning American soldiers and sailors and their widows and children."

The parcel post law.

Add to them the passage by the Senate of the Child Labor Law, the appropriations for building up the army and navy into proportions of most adequate preparedness, and there is a story of deeds which must appeal even to the opposition.

But it is not in deeds alone that President Wilson has served his country. In words, too, has he made good. With words, he has held his own in every contest with foreign chancellors and with words has kept this country out of war, and with honor. His state papers have been models of tact and diplomacy, and future generations will point to them with ever growing pride.

In every way, both by words and deeds, the Democratic administration has proven its efficiency and established a record of vast accomplishment.

A Chicago Board of Trade membership was sold for \$4,725.

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NEAR CAPTURE, GERMANS TRIED TO SINK U-BOAT

The first complete story of the capture by the British of the German mine laying submarine UC-5 is published in The Naval and Army Record of London in its issue of July 31. "A complete description of the submarine, said to be the first of the kind ever constructed, is also given."

"In April," says The Naval and Army Record, "the torpedo destroyer, cruising off the east coast, captured a German submarine in novel circumstances. When first sighted, the enemy was in difficulties. From the deck of the destroyer, then some distance away the first conning tower was seen at the masthead of the submarine, and in the mist it was at first taken to be the union jack. Closer inspection proved it to be the German naval ensign, and then it was noticed that the whole of the crew of the submarine appeared to be on deck."

The comic side of the situation was not lost on the men of the destroyer, and once apprised of the enemy character of the distressed vessel, they set to work to make her a prize. The commander hailed the crew with a brusque invitation to surrender. The submarine men saw the guns trained on them, and they hauled down their ensign and put their hands above their heads in the approved "Kamerad" style. At a word from the commander they jumped into the water and swam for dear life away from the submarine. Internal explosions followed, and at the last and heaviest a cascade of ham-mocks and other debris was shot out of the open conning tower to a height of forty feet. That there was a vent for the explosive forces probably saved the ship, but as it was, the bottom of the vessel was punctured in two places and rivets were started, so that the craft made water quickly.

"An attempt to investigate the damage was frustrated by the presence of thick black smoke, and about two feet of water, but later expert examination showed that, although the submarine had laid no mines, two had been released by the force of the explosions and were foul of the bottom of the vessel. Contact between the horns, which jutted out all around the mines, and the plates of the vessel, caused the mines to explode enough to sink a battleship, and it was an act of heroism on the part of a young officer that rendered the submarine capable of being brought in as a prize. The officer went down in a diving suit and made the mines safe by detaching the detonators, afterward securing them in such a position that the salvagers could work in comparative safety. After seventeen days she was brought into an east coast port and put on public view off the Temple Pier, Thames Embankment. She turned out to be the UC-5, a vessel of the mine-layer class, quite small, but capable and virulent in appearance, and men of the destroyer who made the capture are to be heartily congratulated on their achievement."

"As a memento of her capture the destroyer now displays her prize ensign in the officers' mess. UC-5, as she appeared in custody at a naval dockyard this week, was smartly painted in original appearance, and the white ensign looked appropriately picturesque surmounting the enemy flag on the teleopic mast. But, hauled off the dock side, so that one might appreciate her without perspective intervening too largely, she was not really a pretty boat, even for a submarine. Her bulging, tubular sides gave her an appearance, which was increased rather than diminished by the clumsiness of her superstructure—a high, raised platform running the whole length of the ship, and widening at the forward end to display through gratings the six huge tubes through which the mines were launched."

"The captured submarine appeared to have been one of those transported in sections from Germany and put together on the Belgian coast. Her four sections are plainly marked, the hull being divided into three and the conning tower constituting the fourth part. The seams are rather roughly finished, and pointing to the fact of the mine-layer being a composite of parts, a mere minnow in size compared with the 'big fish' possessed by both the enemy and ourselves, the UC-5 was fitted only for mine laying, and apparently carried no armament. The whole of the forward section is occupied by the steel launching tubes, and they were worked either automatically from the conning tower or by a hand lever situated between the wall of each tube and the side plates of the ship. She was fitted with a sixteen horse power Diesel engine, driving a single screw, and was capable of not much more than seven knots at the best. Despite her limitations, she is believed to have made a score of trips to British waters, and probably dropped 240 mines."

"A visit to the interior of the submarine was a rather disappointing experience, for her late occupants had wrecked her prettily before giving themselves up. The periscopes and compasses had apparently been smashed with a hatchet, while revolvers had been fired into the mechanism at various other points. Rust and muddy sediment had coated everything that survived, and gave the impression of an underground cave rather than the compact mechanical model which every submarine has to be. At no point was it possible for a man of average height to stand erect, and as a habitation for five officers and seventeen men it must have been most comfortable. The German carry in the submarine no fewer than five officers, as against our two, but the balance of efficiency seems indubitably to rest with the highly skilled young officers of our own submarine flotillas. The commander of the German submarine appears to be a figurehead, and knows nothing of the scientific working of his craft. Each of the four junior officers are expert in one or other of the technical branches, while a proportion of the crew is duplicated for purposes of training."

"There are one or two clever minor characteristics in the design of the UC-5, which have been noted by our own experts. One of them consists in the fact that every projection on deck is capable of fitting into a socket flush with the plates, so that when the ship dives her sides are smooth and offer no untoward resistance to the water."



Yesterday afternoon we ate up all mother's doughnuts. Dad was going to send for Dr. Hill, but mother said that the kiddies would be all right because D & C doughnuts were so light they wouldn't hurt a fly. Dad said "If that's the case

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HOW YOUR MEERSCHAUM PIPE IS MADE.

Meerschbaum pipe-making is one of the most interesting processes of the American mid-west. In normal times, the meerschbaum comes from abroad. Just now, the export trade has stopped, the pipe-makers of Cincinnati get it from others at home—wherever it may be bought. It is shipped in white blocks, resembling ivory. But the substance is considerably whiter than the usual elephant-tusk and very much lighter. In fact, the lightness of a given block of meerschbaum is astonishing, comments the Popular Science Monthly for September.

Handled for American manufacturers largely through New York commission houses, most of the best meerschbaum is brought from Turkey in Europe. It arrives in little chests, or kasten, within which each separate piece of the substance is found securely wrapped in cotton. Such meerschbaum is paid for by the number of pieces. Curiously enough, the dealers prefer small pieces to large, since it takes an expert cutter to know how to cut such with minimum amount of waste. Skilled meerschbaum-cutters out of a job are not easy to find.

Cutting the meerschbaum—the first step in pipe manufacture—is done with an ordinary saw. A good workman can cut the forms for perhaps two dozen pipes from the raw material in a single working-day. As cut, these rough forms are thrown into cold water to soak. In the water they are left until the supply desired is cut up and the man ready to go on with the pipes.

Rudely resembling the ultimate pipe, each form is taken in hand and a hole drilled into the pipe-head. Into this hole—the future "bowl" of the pipe—a plug, on a nearby lathe, must fit. With the embryo pipe mounted on this, "shaping" is begun.

That we of today should still find use for the rush of the wayside-brook is indeed interesting. For the next step in the process—old-fashioned rushes are used—cut into slits and employed for polishing the pipes. Usually the rushes are moistened for such use. They impart a polish which, it appears, cannot be otherwise obtained.

Neatly shaped and polished, your meerschbaum pipe must be subjected to still another process. The pipe is boiled in common bee's wax, because no piece of meerschbaum in the raw state will "color" as smokers require. After this boiling the pipes are permitted to cool. Then they are given another polishing—this time with cotton flannel sheets and prepared chalk. Even that does not suffice. There must still go to that pipe a final hand-polishing, done with alcohol.

From the time of starting a pipe until its completion, a half-day's steady labor of the most skillful workmen is required.

THE SERVICE OF
POLITICAL COMMITTEES.

The man who criticizes the corruption of our times the most freely is rarely the one who is ever willing to serve on a political committee. It is much easier to sit on your front porch and find fault with graft and inefficiency. If he served on a committee he might have to strain his patriotism by attending a few meetings.

Yet the work of political committees has to go on. Plans of campaign have to be hatched out. Rallies have to be held and advertising written and paid for. The voters have to be canvassed to get out a full poll. They have to be checked off as they vote, that the laggards may be rounded up.

There are many abuses in the work of political committees. Few men are willing to serve on them from pure zeal for community good. Usually they are looking for appointments or nominations. In return for work done, they expect favors from those who gain the offices. This frequently involves the appointment of unfit men.

Yet the political committee performs its indispensable service. It at least knows that it must make the party program attractive to voters. It must see that candidates of a certain standard of decency go on the lists to be balloted for. Otherwise the party will be beaten every time. If there were no political committees, nominations would be made haphazard. It would be as well to snap up a cent to see who should go on the ticket.

Better politics can not be secured without good work being done. Reform is never accomplished by sitting at one's fireside and finding fault. Where improvement is made, it is because some one has gone to work. People who want better government should be willing to serve on political and campaign committees. Only by giving of their own time and interest can they command any support for their ideas.

ROBBED NEAR PARK.

Police are searching for a negro who, Joseph Pifer of 41 Green street, alleges had him up yesterday morning on Main street near Senate park and robbed him of five \$100 postal savings bank certificates and \$49 in bills. Pifer claims that returning from the Locomobile Co. plant, the negro grabbed his arms, and pinning them to his body, went through his clothes.

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Mr. Thomas Kerkas, 233 Osborne Street, Is Also An Indorser of Lax-a-Tone—Read His Story.

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"I have had for the past three years a continual case of stomach trouble. I would blot up with gas so that I could not sleep at nights. Many, many nights I had to get up and sit up so I could breathe and the pain was very very bad. I was losing strength fast and felt tired out and nervous. I am now well; sleep all night! have no more pain and am glad to endorse this wonderful remedy to anyone that is suffering as I did."

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SUBMARINE GUNNERY APPROACHES PERFECT

Washington, Aug. 22.—The navy department made public yesterday the results of gun practice for the year 1915-16 of the destroyers, small cruisers, gunboats and submarines. Among the cruisers the Galveston tary and battle practice combined the Steward stands first with a merit mark of 96.714.

Among the destroyers the Galveston is first with a merit mark of 85.759. In the gunboat class the Dolphin won with a mark of 77.685. In submarine class the K-8 stands first in final merit for the gunnery year, with a mark of 100.

The steamship Nieuw Amsterdam, of the Holland American line, arrived at New York from Rotterdam.

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